HANES OF THE VESSELS BULLY.

New York is one of the great ship yards of the world. It is rapidly becoming the first port in the world, so is is becoming the greatest ship building only so is is becoming the greatest ship building only in the United States. Our clippers astenish different nations with their neat and beautiful appearance, and our steamers have successfully competed with the swiftest going mail packets of Great Britah. Thus, in possessing a large trade and fleets of vessels, we may be said to be at the head of creation, so far as commerce is concerned, for, in the furthest esceners of the earth the stars and stripes wave over New York built vessels. The history of semmercial transactions generally are full of interest, but an especial importance is attached to the history of ship building in the Empire City, for it may be said to stand without a parallel. It is, therefore, with feelings of pleasure that we now lay before our readers "the abstract and brief chronicles of the times in which we live." Our history is as complete as circumstances, time, and space will permit. The earliest New York ship builder, now known, was the grandfather of Dr John C Cheeseman, of this city. But his operations were restricted to the times limited demand of commerce, and what particular vessels he ever did build is not known. His son, Forman Cheeseman, who was the father of the doctor, was also a ship builder, and was burnt out some time in the latter part of his life, when all the becks.

time in the latter part of his life, when all the books and family records were destroyed. This was doubly understand, as the real history of their operations would undoubtedly have constituted an important part of the history of ship building in this city—comprising, as it would, its origin and progress for many years. It is avided to have a superstanding the superstan many years. It is evident, however, that they were many years. It is evident, however, that they were competent and popular builders. Forman was once offered, by Commoderes Chauncey and Decatur, contracts for building all the government vessels; but did not accept the offer. He, however, built the United States frigate President, which proved to be the fastest sailer in the navy, and was taken by the British when under command of Commodere Decatur. This vessel was launched in the year 1800. The occasion was one of great interest and excitement among the people; and thousands of men, wemen and children, assembled to witness the

The above date (1800) was the beginning of a ship building ora in New York. For, although no exact and definite account can be given of particular transactions in that line of business, at any time previous, it is well known that until then the operations of building were confined to two or three individuals—that no vessels of any considerable size or importance had then been built by any one—and that the launching of a craft of almost any descriptions an occasional, and, therefore, a rare and extraordinary event. Even to a much later date it was a prevailing impression that orders in that branch of business could not be so well supplied here as in other dites of the Union; and to Philadelphia was awarded the palm over as others, in constructwas awarded the palm over all others, in construct-

Mas awarded the pain over all others, in constructing large and sea worthy vessels.

After the Cheesemans and their contemporaries, Mesers. Samuel Ackerly, Thomas Vail, and William (commonly called doctor) Vincent, came Henry Eckford, Adam, Noah, and Charles Brown; and seen afterward, Christian Bergh, Jabes Williams, Jacob A. Westervelt, Isaac Webb, John Allen, and others

A. Westervelt, Isaac Webb. John Allen, and others of their stamp, who formed the rank and file, established themselves in several firms, and conducted their operations with so much skill, industry and fidelity, as very soon to secure to New York a name and tapes among the actions of the earth.

Mr. Eckford, who had enigrated from Scotland to this country, was a man of remarkable genius, and thus one of the controlling spirits of the age. He was a most distinguished mechanic, an upright and henerable tradesman, and a shrewd and sagacious politician; and by reason of these qualities, and his personal exertions, and an almost unbounded influences great advantages were conferred on the dispusibles of the city, both in the form of government, and individual patronage. It was his to have New York ship builders excel and he would not withhold any means and find a suitable opportunity for en-William H. and Eckford Webb, and his trade with Mr. Eckford, when his resticeable expired, was in possession to the bad received during his term

In E., in addition to his stipendilary who acts of generosity and friesdahip, the master toward his apprentices, in the way would not only labor mere as they would strive to improve in their ir munificent patron and teacher had some to decay. The stripendilar in the maniferent patron and teacher had some to decay in the city. He came to New York in the year 1796, and began by working for \$125 per diem, in a boat building excluding interest in this city. He came to New York in the year 1796, and began by working for \$125 per diem, in a boat building excluding interest in New York, he was see or less unfortunate, though generally seed or less unfortunate, though generally seed in the chip building business on his own account, in connection with one Captain Beebe. At the commoncement of the embargo, having been again to the United States. On first coming into the yard to assume the duties and responsibilities of his office, he observed a pair of horses in the smith which belonged to the Commodore, and had been and there for the purpose of being shod. He ordered them to be taken away immediately, adding, "that the shop were there for the vessels, and not for the Commodore's horses," and strictly engined fit upon them not to de anything in the shops without his orders.

In 1832 carte blenche was presented to him by the Grant them to take command of the Turkish beet, and to for the office of Attorney General. But it wishing for anything in that way, he did not accept the office. In the month of June, 1831, he alled for Constantinople, where he had been invited by the Sultan. to take command of the Turkish beet, and to improve his Majesty's subjects in naval anostrocion and discipline. A short it as prior to be departure he received from Gen Andrew Jackson most friendly and affectionate letter, addressed to lim in the head writing of its author. He arrived at in the month of August following, and did not accept the form to take command of the Turkish beet, and the more and of its legitimate fruits None, tweethers are

Mr Ackerly's yard was at that time between Lom-ardy and Cherry streets, east of Pelnam, and he here built the Pachy a small ship, which gave sta-lity to the reputation of her builder, both is work-matchip and good sen quantities. The Hannatta, of our 600 tona, was regarded as the wonder of the age, a account of her enormous size. She was designed to the Rest India trade, and was watched with Jolius aye in consequence of the large, draught as a form, the peaners belonging to the

Charry streets

Provious to 1800, the ship Black River was built here, and also two brigs, each named Seaman, but by whom they were constructed, or in what trade employed, we have no record.

Heary Echford commenced business in 1801, along-side of the navy yard. The Samuel Blam, of 350 tons, was among the first of the ships that he built. She was originally called the Sportaman and was commanded by Captain James Noble. She had a figure bead representing a man on herebook. This caused her be septit to steeve vary high, in order to clear the man's head. Vessels were go nerally built in those days with large figure beads and large quarter galleries. The S.E. was one of this description. She had a bad run, which caused her to steer wild, especially when going large. Her quarter galleries are also extremely disadvantégous in heavy weather when running off before the wind or soudding, as they were subject to being caught by the seas. Mr.E. soon after joined Captain Beebe, and they opened a yard at the foot of Ciinton street.

As business increased, the number of shipyards

seebes, and they opened a yard at the joot of Cink's street.

As business increased, the number of shiplyards als increased. It was then regarded as the highest altitude in the facilities for ship building to be able to build a ship of 350 tons within the year from the time of laying down the keel. In the beginning of the nincteanth control where yet yet of the nincteanth control where yet yet of the nincteanth control where yet yet of the nincteanth control where yet of the nincteanth control where yet yet of the nincteanth control where yet on the stocks by Mr. Cheeseman The important events connected with this vessel are engraven on the national mind, and form a page in our naval history.

After building the President, Mr. Cheeseman built the Braganns, of about 300 tons. He shen joined Charles Brown, and remered his yard is Corlear's Hock, where they built several due ships. Mr. C. then retired, and Mr. Brown continued the business on his own account. A mong other files vessels, he built the Triton in 1804. This vessel was of about 400 tons. She went to Livarpoel, where she was coppered, and then salted for India.

Thomas Vell, in 1802. contemplated retiring from business, gave a sub-contract to Adam and Noah Brown, who completed the same took the yard, and became prominent builders. They built, in 1804, the sup Francs, for the Greenock trade. She was subsequently re-treensiled in Greenock.

The ship Oliver Eisworth was also built at this time, and was commanded by Gaptain Bennett, in 1804. She made the woyage to Livarpoel in furteen days, carrying away her main top-mast during the passes, and captain Rodgers, of Jersey Gity, who once the fact of the principal vessels is luunched being the Canton and Orbit, by Bergh; the Pacific, by Adam & Nesh Brown; the Hillinois and Otho, by Charles Brown; and sundry vessels, by George James. The Pacific, its the noble steamer of the present day which bears her name, was one of the fastest sailers of her loss; and Captain Rodgers, of Jersey Gity, who once commanded her, s

shad been N. wand N. W. and the sould source by have made a two-point course. Caps Michael when he had been N. wand N. W. and the sould source by have made a two-point course. Caps Michael was also the greent day. By A. N. Brown in the sound source of the greent day. By A. N. Brown in 1905, was a large water, designed for the folial trade, burthen 500 or 600 tons was considered fine sailing vessels, and was sounmanded by Caps. The sailing trade, and the sailing trade, and the sailing trade of the folial trade, burthen 500 or 600 tons was considered fine sailing vessels, and was sounmanded by Caps. The sail trade of the sailing trad

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Dastages, during the year lote, was:-	
To Liverpool23	days.
To New York 14	63
In 1819, outward25	46
" bomeward	44
In 1820, cutward22	-
" homeward	
In 1821, outward25	
" homeward40	
In 1822, outward23	
" bomeward4L	
In 1823, outward	
" homeward	
Average for six years, from 1818 to 1823,	

control to President's message is litrops, withcert failing in eas single instance, and orthous everbeing compiled to write for it mere than two days
after her time for emiling. She was commanded by
Copatain Ears Nye, now of the U S E. steamship
Pacific. She almost invariably made the quickest
voyages, and more that soce has made the run in
four-teen days. Apart from her superior sailing
qualities, it was proverbild among sailors that her
void mans, "as they always termed the commander,
wind; and he would exce he can gain to town
the days. Apart from the town the city
and Liverpool is of rare occurrence. It has since
been made, however, by the Patrick Heary, (907
tons,) Hontesuma, (1,707), Southampton, (1,273),
and others, in quite a short time. The Indopendence was owned by Granell, Mintern Z Oo, who
sold their reconstity and the head that regular
too small for the present Liverpool trade.

The Sheridan, built by Wesh & Allen, in 1828,
and owned by Goodhue & Co., (995 tons), was then
supposed to be too large for a Liverpool liner, and
was placed in the China trade. She was fine ship
and a fast sailer, and has gone for several days, on
different passages, 270. 276, 285, and 290 miles, in
twenty four hours. At one time, on a homeward
passage, it wenty, three hours, going from point to
passage, it wenty, three hours, going from point to
passage, it wenty, three hours, going from point to
passage, it wenty, three hours, going from point
to going the control, would be control, and
if you can of China goode.

In 1840, on the death of his father, (Jease Web),
William H webb commenced business; and white
equally successful in building good ships. he has
been more successful in securing the legitimate
fruits of his mechanical talents

The litt of ships forming the several lines of
Liverpool, London, and Havre prokets, but principally the former, would together with their wonpaged in the should prove age and dondertime, the ships built in 1841 and 1842,
in consequence of the low the service of the public pro

of improvements.

The attention of our merchants and shipbuliders was at this time directed to atom for ocean navigation, the feasibility of which was demonstrated in this country some thirty years before by the steamship Savanaha. and hy boats on our inland waters. The world had learned that New York was not behind the age in this particular. The Rochester and Swallow were about the first of the olipper steamboats, and excited the wooder of the travelling public. Then came the Knickbooker, North America, and came the Knickbooker, while the lisas of her day. The Headrich Hudson and the ill-fated Atlantic were magnificent and costly, and viced with any in point of speed; while the lisas of their time, and the Reindoer, while it good and competent hands, challenged competition in regard to either spoed or asfety. The Francis Skiddy, though last, is not the least in any respect. She is protty large, and though the swiftest vessel that now rests upon the surface of the water, she is not so fleet, prinaps, according to her dimensions, as was the Ecindeer, and one or two others.

In 1843, Mr E K. Cellins, the Napoleon of American ship building, commenced a second diston of investigation and experiments in cosan steamers. A trial had already been made; but he coutempiated moving on a larger scale than had been witnessed in the Western work, or, indeed, in any part of the globe. The talents of Mr Griffith were secured to the western work, or, indeed, in any part of the globe. The talents of Mr Griffith were secured to the western work, or, indeed, in any part of the globe of American ship of the symmetry of the symmetry of the symmetry of the symmetry of th

1834—Trey,
1845—Trey,
1845—Shakapeare,
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Mustesum's
Shorten,
1856—Switzerland
Garrick
Shorten,
1875—Siddete,
1885—E taw,
1884—Crewell,
1844—Coracilin,
1845—Treyponl,
Queer of the We

Helen. George Canning. 1828-Caledonia, 1830-Hibernia, 1831-William Orayton.

1831 - William Orayson Coupress. Forth America. 1833 - Fouth America. 1833 - Victoria. Europe, Mississippi, Francis Copau. 1834 - Trey.

via De Granie.

Made fire flo d and earth,

We now give a list of all vessels built in this city and violatly at all the yards now in operation, except by or three, the proprietors of which did not prefer to furnish the degreed information. Our ac-

adoutific extensions and familier innerions altybuilding, readered valuable alt if the compileties. As we have already stated want of time as space has prevented a more complete list. Any additional names of vanets built, or any additional information will be gladly received at the office of the Naw York Herald. ES DAVID BEOWN MAD E 1,107 A. A. Low & Ber 991 Wm. Nelson 1,150 W. Platt & Sons, 1849 Oriental, 1860 St. Louis. White Squalt. 1951 - Trade Wind, 1853 - Messenger, Vessels Built in this City During the Pret Haif Century. 1951—Tread Wind, 197 De.
1852—Messenger, 1,383 De.
Jacob Reil, 1,460 De.
The last nemed ship was semmonood by Mr. Bell his death at which time she was in quite a forward. She was flatshed by his boirc, and named after him. WESTERVELT & MACKET
Tons. Owners.
Nard. 337 Heary Robinson.
Weronco. 66 U. S. Geverament. Name.

1192—Bhily Beaverage.

1204—Brig Aspada.

127 Larry, Bayned & Co.

1283—Brig Jupitec.

128 The Control of the Control o 1840—Stmr Fagle, 1846— Do Lion, 1846— Do Spitfire, 1846— Do Vizon, 1847— Do Rimac, Sold to U. S. Gor's. STRAI Schr Maria, etc. Start, vacuurs. And micros.

Schr Maria, Do Nod. Do Roofer, Do Roofer, Do Roofer, Do Roofer, Do Amelia, Do Amelia, Do Petral, Do Amelia, Do Petral, Do Maria, Do Balto, Do Balto, Do Hattida, D'Itby Mr. Boll. Do Hattida, D'Itby Mr. Boll. Do James I aggett Do James I Do Jano.

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177

R. M. Livingebm.

R. M. Living PHRINE, PATTER
L'chd Aone.
1848—Sohr. Aone.
1848—Sohr. Aone.
1848—Sohr. Aone.
1848—Sohr. Arrive.
1846—Sohr. Perins.
1846—Sohr. Perins.
1846—Sohr. Perins.
1846—Sohr. Boldid Ore.
1847—Ship Enterprise.
1847—Ship Enterprise.
1848—Sohr. Rev York.
1849—Ship Enterprise.
1848—Ship Enterprise.
1849—Ship Enterprise. PRRINE, PATTRESON & STACK. Tone. Owners.

Tone. Owners.

112 J F Rodrigues.

60 Thorne & Co.

120 B Blano.

125 Smith & Ellich

54 Peter Hearts.

60 Thorne & Co.

126 B Blano.

7 150 Jackson Forry Co.

225 B Wakena.

127 Taylor & Ritch.

120 Slano.

120 Sarolara & Co.

120 Charles Succey.

120 Taylor & Ritch.

1,100 Taylor & Ritch.

1,100 Harbook & Co.

450 Williamburg Ferry Co.

450 do.

1575 do.

175 Wakenan. 1,160 Harbook & Ce,
450 Williamsburg Ferry Ce,
450 Go,
375 de,
575 de,
575 de,
575 Wakeman & Sherweed,
1,600 Richardson, & Ce,
1,100 Harbook & Ce,
1,100 Thompson & Nephew,
1,200 Trags & Ce,
1,200 Harbook & Ce,
1,200 Harbook & Ce,
1,200 Harbook & Ce,
1,200 Fe, Mille,
201 Siffkin & Irensides,
1,500 J. G. Williams,
1,000 Harbook & Ce,
25, 300 Penn, Steamship Ce,
1,500 Harbook & Ce,
250 Harbook & Ce,
350 W. Elwel,
1,500 J. & J. Stuart & Ce,
400 Williamsburg Ferry Ce,
1,500 Harbook & Ce,
350 W. B. Whitehend,
450 St. Patrick's C. Ferry,
2,600 S. B. Kitching,
1,600 E Mills,
1,500 E Mills,
350 Milland, Phelpe & Ce,
1,500 E Cayuga, Jasper, Philadelphia, Ticonderoga, Star of the West, 1800 Ship Lady Franki
De Arelle,
1851—Fro. City of Pittels
De Lafayette,
1850—Stim Brother Jens
1851—Ship Inc.,
Fire Genada,
Brig Granada,
Brig Granada,
Brig Havana,
Behr Cataraca,
Falip John Stuart,
Brig Havana,
Behr Cataraca,
Fire Havana,
Behr Faverita,
Fire Minneseta,
Ship Andeleps,
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Ship Andeleps,
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Brig Adiy Swift. Arctic, City of Pitteburg Lafayette, Brother Jonathan 1840—Brig Malek Adbel, Ship James Edward, 1841—Do. Agess, 1842—Do. Liberty, Etm. Wallabeut, RECAPITULATION. htm. Wallabert,
De. New York,
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Do. Niva.
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Do. Vorinate,
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Balo Verinate,
Balo Panama,
Balo Panama,
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Balo Do. Sila Helmon,
Do. Fidelia,
San. 36 Barth's Blauco. Barth's Blance.

36

1,070 Ohns. H. Marchall.

780 N. L. & G. Grisveld.

1,165 Cans. H. Marshall.

35 U. S. Government.

36 Banag Be Zaldo.

1,000 Park Livingston.

1,000 Chu. H. Marchall.

36 E. D. Hurbert & Co.

1,000 W. Whilsoh. Jr.

1,000 Ginnell. Misurank Co.

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Do Gov. Dudley,
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Self. Catharine Forry Oc.
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Schr Stufo Do Elicha Dennison,
Do Goumbia,
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De Sir Robert Peel.
De Splendid.
1847—De New York,
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Ship Linted States,
Ship Linted States,
But Listed States,
De London
1948—De Caleb Grimshaw,
But tug Alax,
State C. Morris,
De Panama,
De Cherokes,
Do Fennessee,
1849—Sen Samuel M. Fex,
Ben tug Gellish,
Ship Guy M. unoring,
Do Gallia,
Do James Drake,
Do Gallia,
Do James Drake,
Do Albart Gallatia,
Do Labertia,
Do Manhattau,
1850—De Jane Web,
De Vanguard,
Stam Fiorida,
Do Jose ph Walker,
State Urlen,
De Samuel M. Fox,
State Urlen,
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De Gasolle,
De Chitton,
Do Benita.
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Bark Robert Mills,
Ship Anama esan 1.500 Taylor & Kerrill.
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1.200 Pag & Livingston.
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1.600 Grant Marrill.
1.600 Trylor & Grant Marrill.
1.600 Robinson.
1.600 Trylor & Morrill.
1.601 Trylor & Morrill.
1.602 Everett & Reaws.
1.603 Broklin & Co.
1.603 Grant Marrill.
1.604 Robinson.
1.605 Broklin & Grant
1.605 Total tonnsgo 33,218 WILLIAM COLLYER

Name

Pirst Effort,
Green County Tannor,
New York

William Collyer,
Oharles Lynch,
Margaret,
Wave,
Katrine Vantarsel,
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Sloop
Do.
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Besamboat BROWN & BELL. L'chd. Name.
1821—Orbit. William Tell,
1822—Baltie.
John Welle,
Honry.
New York.
Savannah.
1823—Canada.
1824—Paolic.
1825—Washington,
Remar.
1826—Ureat Briain,
1827—Ureat Briain,
1827—John Jay,
Helen. Tona. Otoners. May. 654 S. Ricks & J. May. 614 Samuel Hicks. 464 B. Hicks & J. Map.
461 Bannel Hicks.
461 Jasob Barker.
461 Jasob Barker.
462 Wm. & Chas Portor.
463 I. Wright & others.
465 Wm. Whislock, Jr.
465 De.
465 J. Wright & others.
467 J. Wright & others.
469 Gapt. Ones Ball
460 Ban I Hicks & others.
460 Ban I Hicks & others.
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461 I. Wright & others.
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463 J. Litramble S. Hicks.
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Mail.
Balle,
Washington Irving,
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Pilgrim,
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Wm. J. Pease,
Wm. Oollyer,
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Wilson G. Hunt.
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Mexico. 107 163 64 228 276 318 728 240 386 877 400 1, 103 500 1, 200 600 1, 200 600 1, 200 600 1, 200 1844. 1845. 1847. 1948,

1849. 1850.

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9.7 K Collins & others
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9.27 Capt. Wm. Allen,
1.002 K. Callins & others,
779 Brown, Sall & others,
907 Grinnel Ministra, 800.
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Mexico Joseph Sherman, Wm. G. Chave, Thomas Huct,

Moteor, Bierra Nevada, Atlantic, Binck Warrior, Mattubessott,

THOMAS COLLY
Name.
Niagara,
Naushon,
Santa Claus,
Santa Claus,
E. Besinard,
T. F. Seer,
Annuel March,
Loder,
Heroice,
Vandorfill,
Untine,
Blaich E. Sayer,
Paullus,
Albacian
John O. White
Gen. Weel.

WILLIAM AND THOMAS COLLYES